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25X1
SOURCE

1. Since early January 1953, Polish merchant ships S.S. BALTYSK, S.S. TUBRON, S.S. KILINSKI and S.S. JEDNOSC were loading cargo for Communist China in Gdynia. The ships S.S. PRYZSLOSC, S.S. WARTA, S.S. KOSCIUSZKO, S.S. NARWIK, S.S. FULASKI, M.S. MICKIEWICZ and M.S. PRZYJAZN NARODOW were on their way to, and the S.S. FRYDERYK CHOPIN and A.S. FOKOJ were homeward-bound from Communist China. The M.S. PRATERSTWO was still in Shanghai repairing serious damage by heavy gales.
2. A shipping order for 1,000 tons of iron girders and 1,000 iron tubes for Communist China had been placed with the Bertling & Co firm in Hamburg which served as agency for Polish merchant ships. The firm planned to ship this cargo to Gdynia on the S.S. OLSZTYN on 25 January 1953 and to have it transhipped there to a China-bound ship. The iron was supplied by a firm in Peine in West Germany.
3. In West Germany shipping orders for cargo bound for China were handled by the Westfrach firm which moved from Antwerp to a small office in Hamburg-Altona and which was seeking a large office in Hamburg. This firm which made export to China its exclusive business was headed by Van Ueterhoff (fnu) and was a branch of the Polish-Chinese Commerce Agency in Berlin.

25X1 1. Comment. S.S. TOBRUK passed Brunsbuettelkoog with mixed cargo on 21 January 1953. Her captain said that Gibraltar would be her next harbor. The S.S. BALTIC passed Brunsbuettelkoog with mixed cargo on 19 January 1953. Her destination allegedly was Ceylon. The S.S. KILINSKI did not go to China; she passed Brunsbuettelkoog in ballast and proceeded to Antwerp.

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COUNTRY	Hungary		
TOPIC	Hegyeshalom Border Station		
2. FERRY Traffic between Giurgiu and Ruse	25X1A		
EVALUATION	see below	PLACE OBTAINED	
NATURE OF CONTENT		25X1A	
DATE OBTAINED		DATE PREPARED	29 December 1952
REFERENCES			
PAGES	1	ENCLOSURES (NO. & TYPE)	
REMARKS			

SOURCE 25X1X

1. Source learned from an ethnic German, who in June 1952, fled from Hungary, that the Hegyeshalom border station is on the double-track Budapest-Vienna railroad line. In early 1948, the electric overhead line, which was dismantled in 1944, was reconstructed. The railroad line has been operated electrically since mid-1948. The passenger station, which has 12 passing tracks and sidings, is about 1,000 meters long. The engine shed available has a capacity of 20 to 25 locomotives. Large quantities of coal were stored in the area of the freight station.¹
2. In a railroad teletype issued by the Berlin regional railroad headquarters on 14 October 1952, it was stated that rail ferry operations between Rumania and Bulgaria via Giurgiu-Ruse were suspended for the time being and that rail freight shipments had therefore to be rerouted via the Calafat-Vidin border crossing points.²

25X1A

1. Comment. The re-electrification of the Budapest-Vienna railroad line was known previously.

25X1A

2. Comment. It is believed that the suspension of rail ferry traffic between Giurgiu and Ruse was caused by the breakdown of the only ferry boat available there.

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